

DELTA PROTECTION COMMISSION

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*Business, Transportation and
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*Department of Food and
Agriculture*

Natural Resources Agency

State Lands Commission

MEMO

DATE: September 27, 2013

TO: Joint Technical and Stakeholder Advisory Committee Members

FROM: Erik Vink, Executive Director *EW*

REGARDING: Technical and Stakeholder Advisory Committee Comments and Policy Revisions to the draft Great California Delta Trail Eastern Region Blueprint Report (Vision, Goals and Policy Sections)

On April 11, 2013, the Delta Protection Commission (Commission) convened a public workshop of the joint Stakeholder (SAC) and Technical (TAC) Advisory Committees to review and provide comments on the draft Vision, Goals and Policies for the Great California Delta Trail Eastern Region Blueprint Report, which covers Sacramento, San Joaquin and Yolo counties. Participants were asked to comment on the draft trail policies to address the specific needs of Sacramento, San Joaquin and Yolo counties, and to identify any topics not covered in the draft policies.

This memo is a report back on the incorporation of public comments to the draft Vision, Goals and Policies. In reviewing participant input, several themes emerged, identifying the following needs:

- increasing and improving trail infrastructure such as parking, restrooms, levee improvements, etc.;
- avoiding impacts to private lands, including agricultural lands and operations;
- trail safety, including coordinated management of trails;
- user etiquette guidelines; and
- water trail routes.

Numerous other participant comments were also collected from the facilitation notes and workbooks at the meeting and captured in the revised language for the Vision, Goals and Policies (See Attachment 1).

The following is a timeline of next steps and target dates for the completion of the Eastern Region Blue Print Report:

Task	Steps	Target Dates
I.	Prepare Draft Blueprint Document	Fall 2013
II.	Circulate Draft Blueprint to TAC, SAC and Public for Comment	November/December 2013
III.	Present Draft Blueprint Report to Commission and Receive Comments	January 2014
IV.	Produce Final Blue Print Document	Spring 2014
V.	Present Final Blue Print Document to Commission for Adoption	Spring 2014
VI.	Present Final Document to Counties (for Adoption)	Summer 2014

Since the April workshop, Raymond Costantino has joined the Commission's staff, and will manage the Great Delta Trail effort. In addition to the public comment opportunities described above, please feel free to contact him at Raymond.Costantino@delta.ca.gov or (916) 375-4534 with additional thoughts or comments.

ATTACHMENTS:

- Attachment 1 – Revised Draft Vision, Goals and Policies
- Attachment 2 – Participant List with Affiliations

ATTACHMENT 1

THE GREAT CALIFORNIA DELTA TRAIL EASTERN REGION DRAFT VISION, GOALS AND POLICIES

BACKGROUND:

The Delta Trail concept was born out of Senate Bill 1556, created by Senator Torlakson and signed by Governor Schwarzenegger, charging the Delta Protection Commission (DPC) with facilitating planning for and establishment of the Great Sacramento-San Joaquin Delta Trail. A Blueprint Report for Solano and Contra Costa Counties (Western Region) was completed in 2010 through work with a broad cross section of local agencies and stakeholders. Now the DPC is coordinating a similar process to develop a Blueprint Report for the Delta Trail in Sacramento, San Joaquin and Yolo Counties (Eastern Region). The Blueprint Report will establish a Vision statement, Goals and Policies for the Eastern Region of the Delta Trail. In addition, the Report will provide: a context for county settings; a summary of related adopted Policies; a review of regional trail technical issues and best practices; an action plan to implement the Vision and Goals; recommended outreach and engagement strategies; a description of potential trail concepts; and information on funding opportunities.

BLUEPRINT COMPONENTS:

The following is the draft Vision, Goals, and Policies for the Great California Delta Trail Eastern Region Blueprint Report for Sacramento, San Joaquin, and Yolo Counties, with participant comments from the April 11th, 2013 joint Technical and Stakeholder Advisory Committee Meeting. This Blueprint, in combination with the Western Regional Blueprint, is intended to be a guiding document that will provide the framework for developing the Delta Trail Master Plan. The Vision statement is a source of inspiration and guiding concept for the Delta Trail. The Goals are desired general results to fulfill the Vision, and will guide the Delta Trail planning process towards achieving the trail Vision. Under each Goal are Policies to clarify and specify the Goals.

COMMENTS:

The attached editorial version covers the Vision, Goals 1 through 11 and related Policies. The Goals section is divided in three columns: Policies, public comments and staff responses. Participant comments attributed to individual Policies are included with that Policy. Other general comments are listed at the end of each Goal area. A key is included below explaining how participant comments were incorporated.

KEY:

Underlined = New Policy language introduced

Crossed Out = Entire Policy or portion of Policy has been deleted

THE GREAT CALIFORNIA DELTA TRAIL EASTERN REGION DRAFT VISION, GOALS AND POLICIES

VISION:

The Delta Trail will be an interconnected regional network of land and water trails, fostering a physical and visual connection to the Delta. The network will support recreation and tourism; safer access to community centers, parks, schools, neighborhoods, businesses and tourism facilities for bicyclists, pedestrians, boaters and people with disabilities; healthier lifestyles; appreciation of the Delta heritage, and appreciation of the natural and agriculture resources of the Delta.

The trail network will be planned and implemented by the local communities, reflecting their desires and character, and sensitive to the needs, opportunities and constraints of each setting.

The Delta Trail will be a source of pride for the communities, providing a unifying regional identity while celebrating unique qualities of the Delta Region.

GOALS:

1. COMMUNITY BENEFITS
2. OUTREACH AND ENGAGEMENT
3. CONNECTIONS TO REGIONAL AND LOCAL DESTINATIONS
4. COMPATIBILITY WITH EXISTING LAND USES
5. EQUITABLE ACCESS
6. EDUCATION AND ENCOURAGEMENT
7. PARTNERSHIPS AND MOMENTUM
8. ENVIRONMENTAL SUSTAINABILITY AND STEWARDSHIP
9. QUALITY DESIGN AND IMPLEMENTATION
10. ADEQUATE FUNDING
11. QUALITY MAINTENANCE AND OPERATIONS

GOAL 1: COMMUNITY BENEFITS (See Goals 3, 6 and 8 for additional Policies that have Community Benefits).

Policies	Public Comments	DPC Staff Response
Policy 1.1: Promote the Delta Trail as a source of pride for Delta and California residents, and as a (local and regional amenity) to attract residents, businesses and tourism to Delta communities.		
Revised Policy 1.2: Support recreation activities and tourism through design and trail location, to complement existing <u>private and public</u> facilities and recreational activities.	<ul style="list-style-type: none"> • In relation to complementing existing facilities, we need to make more effort to consider existing public and private facilities • Accessibility- Community Benefit services like parking, sanitation, trash 	See new Policy 9.6.
Revised Policy 1.3: Provide <u>multi-purpose</u> more routes for <u>recreation</u> , walking and bicycling as safe routes to schools and transit connections.	<ul style="list-style-type: none"> • Is this a realistic Policy in the Delta? • From other meetings I have attended, safety issues are a significant obstacle • Where did this come from? • Not on levee roads • Benefits include place for walking/sense of place • Support healthy lifestyle 1.3 thru 1.6 may not be benefits 	Multi-purpose trails that provide safer routes for schools and transit can provide additional funding opportunities for community infrastructure. Also see Goal 3.
Policy 1.4: Support healthy lifestyles by providing trails that are convenient, safe and enjoyable for trail users to recreate and experience the outdoors.		

Policies	Public Comments	DPC Staff Response
Revised Policy 1.5: Increase awareness and appreciation of Delta community features, environment, and sensitive resources, <u>including agriculture and levees</u> , within the region and beyond.	<ul style="list-style-type: none"> • Agriculture • Preserve and protect existing uses and functions, including agriculture and reclamation • Benefits include place for walking/sense of place • Economic benefits of bringing in international visitors. Sense of identity could be utilized 	See proposed revisions.
Revised Policy 1.6: Support <u>the growth of</u> economic opportunities by providing trails that access commercial centers, <u>historical/cultural tourism sites</u> , and agricultural <u>uses tourism</u> .	<ul style="list-style-type: none"> • Create instead of support • Correct community services deficiencies • Do you mean agri-tourism? • Specify which ag uses • Economic benefits of bringing in international visitors. Sense of identity could be utilized 	See proposed revisions. Agricultural tourism could include farm trails, u-pick operations, farm stays, etc., and could include other agricultural tourism activities in the future.

Other Comments for Goal 1		
	<ul style="list-style-type: none"> • Agriculture is predominant use in the Delta. Reclamation District Operations provide for Agricultural Use, therefore: recreation and navigation, water uses should acknowledge the primary of the Reclamation District Operations and Agriculture uses and agricultural farm support industry. 	See revisions to Policy 1.5.
	<ul style="list-style-type: none"> • Need list of guiding principles- of conflicts/ disadvantages of trails 	Comment noted and addressed in Vision statement.
	<ul style="list-style-type: none"> • Preserve and protect what's here now (RDs/ recreation projects) 	Comment noted.

GOAL 2: OUTREACH AND ENGAGEMENT

Policies	Public Comments	DPC Staff Response
Revised Policy 2.1: Facilitate the exchange of information and technical expertise among local governments, agencies, organizations, groups, <u>residents and landowners</u> , to contribute to a Delta Trail Plan that is achievable and reflects <u>balances</u> public needs and desires with local constraints.	<ul style="list-style-type: none"> • Be realistic have a balanced approach • And balances public needs and desires with private property rights, and local constraints • Land owners, tenants, residents • Residents- landowners-stakeholders • How do you ensure you are reaching out to the right constituency? • Ensure reaching out to all constituencies 	See proposed revisions.
Revised Policy 2.2: Inform <u>and engage local residents</u> , the public, organizations, and local government officials about the values and benefits of a Delta Trail system.	<ul style="list-style-type: none"> • Engage local residents • Inform about resident concerns • Include problem areas and conflicts • In addition to inform... “ask” • Change 2.2 to include disadvantages and concerns 	Problems, conflicts and challenges are reflected in all individual Policies. See also Policy 2.3.
Policy 2.3: Facilitate better understanding of major opportunities and issues relative to the planning, development and implementation of the Delta Trail.		
Policy 2.4: Engage key local, regional and state agencies, organizations and community stakeholders in creating and implementing the Delta Trail Plan.		

Other Comments for Goal 2		
	<ul style="list-style-type: none"> • Engaging- how will this be done in future for this document? 	Addressed in Policy 2.2. Also see timeline in cover memo.

Policies	Public Comments	DPC Staff Response
	<ul style="list-style-type: none"> • Are [there] alternative roads people can take? 	<p>Specific trail alignments will be addressed in the Master Planning stage.</p>

GOAL 3: CONNECTIONS TO REGIONAL AND LOCAL DESTINATIONS

Policies	Public Comments	DPC Staff Response
Policy 3.1: Establish and enhance regional trail connections to activity centers such as parks, schools, work places, public services, retail and commercial areas, residential neighborhoods, and adjacent counties.	<ul style="list-style-type: none"> • Not sure if connections to schools is a good idea given safety issues 	Trails adjacent to schools can provide alternative safe routes to schools and potentially routes where school children can walk or bike to school without interacting with vehicle traffic. Trail segments adjacent to schools should be reviewed on a case by case basis to access its safety and benefits.
Policy 3.2: Include a hierarchy of trails (e.g. Regional, Connector, Local) to create logical and safe linkages within the regional transportation and recreation network.	<ul style="list-style-type: none"> • Explain hierarchy of trails • Regional transportation system-locals have concerns, doesn't exist 	A 'hierarchy' of trails refers to trails that serve small, medium and large populations. The plan is required to provide for connection with the Sacramento River and Bay Trails and is required to link to existing and proposed public transportation (Public Resources Code (PRC) 5854a).
Policy 3.3: Connect regionally-significant trails with local trails and on-street bikeways	<ul style="list-style-type: none"> • A trail already exists in Solano County 	Potentially the Solano County trail segments could connect to the Delta Trail.

Policies	Public Comments	DPC Staff Response
Revised Policy 3.4: Establish trail connections between fragmented portions of existing trails and to new <u>and existing</u> development and subdivisions.	<ul style="list-style-type: none"> • And existing developments • Policies 3.4 through 3.7 are all too extensive a trail system 	See proposed revision; also the plan is required to provide for connection with the Sacramento River and Bay Trails and is required to link to existing and proposed public transportation (Public Resources Code (PRC) 5854a).
Policy 3.5: Prioritize connections to the existing transit system to encourage multi-modal connections to the trail network.		
Policy 3.6: Locate trailheads at or in conjunction with activity centers to maximize local access to the trail system.	<ul style="list-style-type: none"> • Shopping centers, parks, what? • What does activity centers mean? 	Activity centers include plazas, parks, halls, shopping districts and other areas where community members congregate.
Policy 3.7: Provide safe highway, road, rail and waterway crossings to improve connectivity for non-motorized users.	<ul style="list-style-type: none"> • What does connectivity mean? • Hwy 160 not the place to construct this • Highway #160 and bridge crossing are not places to have trail- due to conflicting users/ hazardous 	Appropriate location and safety for crossings will be addressed on a case by case basis according to site constraints. Connectivity refers to the improvement of roadway and pathway linkages, which tends to improve accessibility and reduce (motorized and non-motorized) vehicle travel distances.
Policy 3.8: Connect the trail to and through existing regional open space areas and publicly owned areas.		

Policies**Public Comments****DPC Staff Response****Other Comments for Goal 3**

	<ul style="list-style-type: none">• The San Joaquin River Partnership has nominated the river for designation as a National Blueway and submitted a proposal to the Dept. of the Interior. Should the designation be approved, I think it would be appropriate to include a Policy to connect to the [Delta Trail]. We anticipate knowing by fall of 2013.	Opportunities to connect the Delta Trail with other formally recognized trails are welcomed.
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GOAL 4: COMPATIBILITY WITH LAND USES

Policies	Public Comments	DPC Staff Response
<p>Revised Policy 4.1: <u>Prioritize the use of</u> Where possible use of existing public lands, easements and other public rights-of-way, including established routes, existing levees and utility corridors.</p>	<ul style="list-style-type: none"> • Safe, consistent with adjacent land uses • Economically and operationally feasible • Make this a priority over using private lands • Don't use easements for this • How about maintenance? They use large equipment sometimes • Not on levee roads • Trail modification may cost more to Reclamation Districts/agricultural operations 	<p>See proposed revision. See Policy 1.4 related to safety. Easements are one of many methods that could be used to implement trail segments. Any proposed trail segments on levee roads would consider existing traffic and maintenance equipment on roads as well as other factors to determine feasibility. Trail development could be implemented as levee, transportation, and road improvements and upgrades are proposed.</p>

Policies	Public Comments	DPC Staff Response
<p>Revised Policy 4.2: Protect agricultural viability through sensitivity to with trail management methods that address agricultural concerns such as trail user exposure to dust, and spraying, crop theft, liability, and trespassing.</p>	<ul style="list-style-type: none"> • Agricultural chemicals • Litter and vandalism • Best practices for other trails- e.g. Midwest • Need defense food farmers • Very tempting to have those lovely pears at arm's length • Explain what sensitivity to ag means? • Liability to agriculture is big concern, suggest liability fund. Theft concerns. Concern for security for agricultural operations. Consider liability implications • Would like see/ include other models that work; Incorporation of best practices from Midwest • Education- liability using trail 	<p>See proposed revisions. Staff is researching trail management models that co-exist with agricultural land uses. See Policy 9.1 regarding best practices and see Policy 11.8 for trail user education and etiquette. See Policies 4.3, 6.4, 9.7 and 9.8 for measures to avoid trespassing and associated concerns of vandalism, crop theft and litter. Also, California's Recreational Use Statute (RUS) shields landowners from liability for injuries sustained by individuals, including those with unauthorized access, who enter the landowner's property for recreational purposes.</p>
<p>Policy 4.3: Recommend trail routes and designs that avoid or minimize concerns about trespassing on private property and environmentally sensitive areas, agricultural liability, conflicts with hunting, and water hazards.</p>	<ul style="list-style-type: none"> • That recognize local constraints, that are safe • Delete word minimize • Litter, vandalism • Respect for private farm land is important • Implement management strategies that deters users from access private lands, such as brush buffers • How can agricultural liability be mitigated? 	<p>See staff comments in 4.2 regarding RUS. Also see relevant Policies: 6.4, 9.7, and 9.8.</p>

Policies**Public Comments****DPC Staff Response**

Policy 4.4: Encourage and accommodate different trail uses and to avoid potential conflicts and impacts, design facilities based on the demand for and appropriateness of each use at each trail setting and facility.	<ul style="list-style-type: none">• [this Policy] unclear- needs to be clarified- Rework language for this Policy	Similar to polices 9.2 and 11.2. Moving from this section and incorporating into policy 11.2.
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Other Comments for Goal 4

	<ul style="list-style-type: none">• Compatibility beyond land use-operations, maintenance	See Policy 11.1 regarding ongoing management considering landowners and neighbors, as well as users.
	<ul style="list-style-type: none">• Visitors at Delta (i.e. bicyclists) bring positive aspects/joy	Comment noted.
	<ul style="list-style-type: none">• Ways [to] manage visitors that will minimize impacts	See relevant Policies 8.4, 8.5, 11.2 and 11.8
	<ul style="list-style-type: none">• Trails may affect FIDO regulations	Comment noted and staff is reviewing how FIDO regulations may apply to trail planning.

GOAL 5: PROVIDE EQUITABLE ACCESS

Policies	Public Comments	DPC Staff Response
Policy 5.1: Develop trails that accommodate all users and range of abilities as appropriate to each setting.	<ul style="list-style-type: none"> • Safe • Types and ages 	Safety concerns for diverse populations are also addressed in Policies 5.2 and 1.4.
Policy 5.2: Provide safe trail access for people with disabilities to the full extent of the law and where physically feasible.		
Revised Policy 5.3: Provide access for <u>all</u> people of all regardless of socioeconomic levels to <u>publicly accessible</u> Delta <u>resources, including</u> recreational facilities and activities, water bodies, scenic corridors, natural and agricultural resources and points of interest.	<ul style="list-style-type: none"> • Delete “and agricultural resources” • Consistent with private property right, local restraints and the protection of agricultural operations and resources. • Where appropriate • Must weigh access issues with landowner rights • Many natural resources are on private land • Access on private property concerns. What are agricultural and natural resources? Needs to be defined. 	See proposed revisions.
Other Comments for Goal 5		
	<ul style="list-style-type: none"> • Equitable access not possible, [how about] regulated access 	Accessibilty is subject to Americans with Disabilities Act regulations.

GOAL 6: EDUCATION AND ENCOURAGEMENT

Policies	Public Comments	DPC Staff Response
Revised Policy 6.1: Provide educational opportunities and environmental/agricultural/cultural information along the trail.	<ul style="list-style-type: none"> • When feasible • Stronger language to carve out interpretive themes for the Delta Trail- i.e. Cultural Heritage; estuary, ag/water, that would help to create identity for the region • Partnerships w universities research organizations/variety of folks 	In general if a Policy is not “feasible” or possible due to uncontrollable circumstances then the Policy will not be implemented. This would apply to Policies comments 6.1 thru 6.4. Delta Trail planning process is collaborative and will include a variety of partnerships.
Policy 6.2: Coordinate with health care organizations and agencies to promote use and expansion of the trail system for its health benefits.	<ul style="list-style-type: none"> • Concerns about what is proposed 	Development of the Eastern Region Blueprint will continue to solicit and respond to public comment.
Policy 6.3: Coordinate with transportation and land use organizations and agencies to promote use and expansion of the trail system for its transportation benefits.	<ul style="list-style-type: none"> • Concerns about what is proposed • Using trail for transport purposes- from one point to another, think about how you can do it -- applicable in some areas/ other areas not 	See staff comments for Policies 3.1, 3.7 and 6.2.
Revised Policy 6.4: Provide unified signage and mapping to promote a distinctive <u>regional</u> identity and provide clear orientation and wayfinding on the trail system.	<ul style="list-style-type: none"> • Add programmatic themes- i.e. socioeconomic white paper as a vehicle to move forward for regional identity. 	See Policy revisions. Also see relevant Policy 9.5 and 9.8.
Policy 6.5: Integrate information on local, city, state and federal park system features and recreational opportunities into Delta Trail materials.		

Policies**Public Comments****DPC Staff Response**

Policy 6.6: Inform and engage the public, local agencies, organizations and groups through DPC website and published materials.

GOAL 7: PARTNERSHIPS AND MOMENTUM

Policies	Public Comments	DPC Staff Response
Policy 7.1: Maintain project momentum through DPC as the lead for trail planning and coordination or through cooperative agreements, and through local communities, and/or environmental, park and recreation agencies and organizations as the leads for planning, and implementation of specific projects.	<ul style="list-style-type: none"> •DPC should be the only lead for planning •To include County Farm Bureaus in planning and implementation of any project 	Farm Bureau organizations have been an integral part of trail planning and implementation in other parts of California and are expected to play a key role in implementing the Delta Trail.
Policy 7.2: Coordinate trail planning and development and actively identify joint use opportunities with other jurisdictions and organizations.	<ul style="list-style-type: none"> •Too many cooks in the kitchen 	Implementing a project of this scope will require effectively interacting with the multiple jurisdictions and interests. By identifying joint-use opportunities and pooling resources that other jurisdictions have available, trail segments can be implemented more effectively.
Policy 7.3: Integrate the Delta Trail within the California recreational trail system identified in the Recreational Trails Plan and other adopted regional and local trail systems.		
Policy 7.4: Encourage cities and counties to incorporate Delta Trail Policies and potential alignments into various plans (i.e. general, community, transportation, redevelopment, bike, pedestrian and trail) and tentative subdivision maps.		

Revised Policy 7.5: Coordinate and integrate with other Delta projects for ecosystem restoration, flood control, <u>and water supply, and transportation.</u>	<ul style="list-style-type: none"> •And transportation •Lofty Goal- how exactly do you envision this happening •Is it really contemplated that most (if not all) of the restoration areas will be open to the public? •Planners proactively engage other agencies 	See revised Policy. Some (but not all) restoration and habitat areas are open to the public and allow for some level of recreation.
Revised Policy 7.6: Reach out to coordinate with agencies and organizations with substantial experience in implementing and managing trails, <u>and foster public/private partnerships for trail implementation.</u>	<ul style="list-style-type: none"> •Example of these organizations? • New Policy Suggestion: Foster partnerships with agency, NGO, and the private sector that can assist with implementing of the Delta Trail. 	See revised Policy. Examples of organizations include American Trails, Rails-to-Trails-Conservancy, California Trails and Greenways Foundation, as well as other organizations pursuing trail efforts in agricultural areas in California.
Revised Policy 7.7: Encourage private landowners to dedicate public trail easements to connect the regional trail system and <u>avoid discourage public agencies from using the use of eminent domain to acquire trail segments.</u>	<ul style="list-style-type: none"> •Good thing to avoid eminent domain, but I assume that for dedicated easements will involve compensation? •No eminent domain will be used •Delete and avoid the use of eminent domain •Eminent domain shall not be used to acquire private property for trail development •Don't use eminent domain for the Delta Trail •Can landowners tell you now that [they] don't want trails near [their] properties 	The DPC does not support the use of eminent domain and would work through local agencies and organization partners using willing seller options to gain property access.

Other Comments for Goal 7		
	<ul style="list-style-type: none"> • If tunnels are built creates issues including toxic waste 	Trail location and construction would have to consider potential public health risks.

	<ul style="list-style-type: none"> • Right of landowner to respect property, can we make list of people who have concerns/opposition to the project. [they also] need to be part of process 	Development of the Eastern Region Blueprint will continue to solicit and respond to public comment. The Blueprint report will acknowledge and respond to stakeholder concerns. PRC section 5854 requires that the Commission develop and adopt a plan and implementatoin program for the Great Delta Trail.
	<ul style="list-style-type: none"> • Examples of how Policies will be implemented 	The Blueprint Report will include development of an action plan.
	<ul style="list-style-type: none"> • The guy from the Midwest who said there are hundreds of miles of trails w/ in ag areas in Midwest- he made me think again that we don't have to reinvent the wheel! Let's see how other jurisdictions in other parts of the state or other parts of the country have addressed these obstacles!! 	Staff is researching techniques used in agricultural communities with public trails. The Blueprint action plan will include related recommendations.

Goal 8: ENVIRONMENTAL SUSTAINABILITY AND STEWARDSHIP

Policies	Public Comments	DPC Staff Response
Policy 8.1: Plan and design trails to avoid or minimize environmental impacts, including impacts on adjacent land uses.	<ul style="list-style-type: none"> • Delete "or minimize" • Especially agricultural operations • Utilize sustainable trail designs to minimize maintenance & impacts; example curvalinear alignment • Be specific on agriculture to include pears and grapes • Trails should not be off the road, not near the grapes, not near pears, not down wind of ag • Sustainable design to minimize maintenance 	Comments regarding agricultural operations are addressed in Goal 4. Policy 9.1 recommends utilization of best practices which should include consideration of sustainability.
Policy 8.2: Use the latest "green" design practices and construction methods to avoid impacts associated with constructing and operating trails.	<ul style="list-style-type: none"> • When feasible 	In general if a Policy is not "feasible" or possible due to uncontrollable circumstances then the Policy will not be implemented.

Policies	Public Comments	DPC Staff Response
Policy 8.3: Support walking and bicycling as alternative transportation modes to reduce traffic congestion and improve air and water quality.	<ul style="list-style-type: none"> • One comment suggests this Policy is not applicable • Is this a realistic Goal when the point of this trail is for recreation? • This will increase traffic congestion 	The trails will primarily support recreation as well as serve as an alternative transportation route. Policy may apply in Secondary Zone of legal Delta. Some users may choose to use the trail for commuting to work or to school, if convenient for them. In those cases, the trail will serve as an alternative transportation mode and will reduce traffic congestion, improve air quality, and water quality, by taking traffic off the road and diverting onto trail.
Policy 8.4: Plan and design trails to avoid negative impacts to wildlife, especially to nesting areas and special status species.		
Revised Policy 8.5: Plan and manage trails and trail use to avoid impacts of <u>humans or</u> animals access on water quality or adjacent agricultural areas, and to avoid the spread of invasive species (seeds, plants, pathogens, animals).	<ul style="list-style-type: none"> • Delete “access on” • Human impacts too • Like (Clarification: participant likes this Policy) 	See proposed revision to Policy.
Other Comments for Goal 8		
	<ul style="list-style-type: none"> • See drawing- proposing trail system using exercise bikes on barges 	Delta trail would be expected to include water trail segments.

GOAL 9: QUALITY DESIGN AND IMPLEMENTATION

Policies	Public Comments	DPC Staff Response
Revised Policy 9.1: Comply with federal, state, and local design guidelines and best practices for trails; bikeways; pedestrian facilities; <u>water trails</u> ; and roadway, rail, and drainage crossings; <u>and associated signage</u> .	<ul style="list-style-type: none"> •Change to “utilize” since “comply” implies a Policy that has to be followed. If there is no Policy then the practices might not be followed. •Add water trails 	Any public construction project has to be designed to meet local, state and federal design guidelines and requirements to ensure public safety and construction consistency.
Policy 9.2: To avoid potential conflicts and impacts consider all types of trail uses and appropriateness of demand when designating allowable uses at each trail setting/facility.		This Policy is same as Policy 11.2, so striking out this Policy to reduce redundancy and keeping Policy 11.2.
Revised Policy 9.3: Accommodate road bicycles, strollers, and wheelchairs & electric scooters for people with disabilities with <u>appropriate methods such as</u> , separate paved multi-use trails (preferred), sidewalks or bike lanes on regional and community connectors.	<ul style="list-style-type: none"> •Where feasible •Let's put some of these \$ into levee maintenance 	In general if a Policy is not “feasible” or possible due to uncontrollable circumstances then the Policy will not be implemented. Policy may apply in Secondary Zone of legal Delta. Trail projects can only be implemented with funding appropriate for that use. It is possible that levee improvements projects could accommodate trails implementation. Separating bicyclists from people with strollers and disabilities ensures the safety of all trail users.
Policy 9.4: Accommodate equestrian trail use where appropriate.		

Policies	Public Comments	DPC Staff Response
Policy 9.5: Provide a consistent design or theme along trail segments, but allow flexibility to adapt to different community needs and site-specific conditions.		Also see Policy 6.4.
Revised Policy 9.6: Provide convenient and safe trailheads with parking, restrooms and shade; <u>garbage receptacles</u> ; rest stops; and other facilities to support trail user <u>demand</u> and <u>avoid</u> minimize impact[s] on adjoining properties.	<ul style="list-style-type: none"> • If appropriate • Avoid instead of minimize • Safety is a concern • Food safety 	By providing safe facilities to support trail users, it will deter users from finding other alternatives to the restrooms. Providing trail-user facilities is also a benefit to the local community.
Revised Policy 9.7: Include <u>appropriate</u> fenceing, gates, buffers, screening vegetation and other features to <u>avoid</u> minimize impacts on adjacent lands.	<ul style="list-style-type: none"> • Delete “minimize”, instead add avoid • Do not impact private property • This could address unwanted access onto private lands. 	Physical barriers that deter trespassing can reduce impacts to private property.
Revised Policy 9.8: Provide signage, maps and markers to minimize conflicts with vehicles and other trail users, to prevent impacts to resources and adjacent lands, <u>and to help users navigate and stay on the trail system.</u>	<ul style="list-style-type: none"> • Promote trail etiquette amongst users 	Trail etiquette is addressed in Policy 11.8.
Policy 9.9: Plan and design trails with consideration for sea level rise that may affect levee stability and flooding.	<ul style="list-style-type: none"> • Impossible to quantify or identify 	Construction projects should consider reasonably foreseeable conditions.
New Policy 9.10: Support levee improvement projects, <u>that have the potential to incorporate multipurpose trails and bike lanes.</u>		See comments from Goal 1.

Other Comments for Goal 9

Policies	Public Comments	DPC Staff Response
	<ul style="list-style-type: none"> • Suggestion for New Policy: Provide adequate facilities to accommodate needs for services: i.e. restrooms, garbage, parking, etc... 	Incorporated into Policy 9.6.
	<ul style="list-style-type: none"> • I support the trail but safety and security issues for those who live close or next to a trail, is an issue that really must be addressed. 	Incorporated into Policy 9.7, 9.8, 4.3 & 4.2.

GOAL 10: ADEQUATE FUNDING

Policies	Public Comments	DPC Staff Response
Revised Policy 10.1: Provide adequate funding to develop, enhance, <u>operate</u> and maintain trails and pathways, through public funding, private funding, sponsorship opportunities, and partnerships with agencies and non-profit organizations.	<ul style="list-style-type: none"> • Provide appropriate services including law enforcement and emergency response • Opps. for in-kind opportunities such as subdivision easements • Education, law enforcement and transportation may need special funding 	See proposed revision. Law enforcement services and emergency response are included within operations. Development entitlements may be an avenue to acquire trail segment easements. The master plan will analyze potential funding sources appropriate to needs.
Policy 10.2: Prioritize funding for a robust trail signage program to allow early adoption of segments that need little or no additional construction.		
Policy 10.3: Monitor and respond to grant opportunities for trails, by providing information and support to potential project sponsors through the DPC.		
Policy 10.4: Establish endowments for ongoing trail operations and maintenance.	<ul style="list-style-type: none"> • And law enforcement • And services including law enforcement and emergency response • Assured funding is essential • Establish endowments first 	See proposed revisions to 10.1. Operations would include necessary law enforcement.

Policies	Public Comments	DPC Staff Response
Revised Policy 10.5: Coordinate with the CA Department of Fish and Wildlife, CA Department of Parks and Recreation, U.S. Army Corps of Engineers and other public entities, or non-profits, to determine the most appropriate <u>entity</u> means to manage the Delta Trail, and to determine the appropriate entity to <u>hold</u> accept trail properties and easements, and <u>assume the</u> management responsibility and public use liability.	<ul style="list-style-type: none"> • Consult • Entity instead of means • If required • Hold instead of accept • DPC to consult with other agencies • Assume management responsibilities • Use/insert (consult) 	Coordination is a more accurate description of DPC's role in determining entities to hold property titles and easements for trail segments. An appropriate entity will need to hold property titles and easements and DPC can coordinate that effort.
Revised Policy 10.6: Partner with other entities such as schools, youth groups, 4H clubs, Scouts, community service organizations and businesses to sponsor and help implement <u>and manage</u> trail segments or elements.	•DPC does not have staff for all of this	This policy would apply to any entity that has an implementation or management responsibility.
Policy 10.7: Involve volunteers in trail maintenance and management, and encourage groups or businesses to "adopt" trails.		To reduce redundancy consolidated into Policies 10.6 and 11.3.

Other Comments for Goal 10		
	<ul style="list-style-type: none"> • Need cost/benefit analysis 	Implementors of any trail segments or projects are responsible for any necessary analysis.

GOAL 11: QUALITY OPERATIONS AND MAINTENANCE

Policies	Public Comments	DPC Staff Response
Policy 11.1: Prepare a management plan/agreement for each planned trail segment to ensure the protection, operation, and maintenance services necessary for the safety and support of trail users and affected landowners and neighbors.	•Ongoing coordination between management jurisdictions to ensure seamless delivery	Maintenance services should also accommodate abandoned vessel removal to support water trails. A management plan should specify any ongoing coordination necessary to meet objectives.
Policy 11.2: To avoid potential conflicts and impacts consider all types of trail uses and appropriateness of demand when designating allowable uses at each trail setting/facility.		
Revised Policy 11.3: Involve volunteers in trail maintenance and management, <u>and encourage groups or businesses to “adopt” trails.</u>		Incorporated Policy 10.7.
Policy 11.4: Work closely with the local community and especially trail neighbors to understand and address issues early on.		
Policy 11.5: Arrange for review of trail corridors, alignments, and design by emergency service providers to ensure adequate emergency access, and ensure that an emergency response plan is included in the trail management plan/agreements.		
Policy 11.6: Provide maps and trail guides to the public to increase awareness of the trail system and understanding and compliance with Policies and regulations.		

Policies	Public Comments	DPC Staff Response
Revised Policy 11.7: <u>Use cost effective technology</u> Provide to post tidal schedules to the public and <u>information</u> to increase awareness of tidal change safety for canoe and kayak users.	<ul style="list-style-type: none"> • Utilize current technology to make information accessible and cost effective • good, but how at a reasonable cost? 	See proposed revisions.
Policy 11.8: Encourage trail management entities to develop and continue user education programs and volunteer trail patrols that promote proper trail use and etiquette.	<ul style="list-style-type: none"> • How about authorized law enforcement • In place of authorized law enforcement • Don't want to exclude law enforcement 	Education programs and volunteer patrols would not replace law enforcement. Trail management entities are responsible for necessary law enforcement.

ATTACHMENT 2: PARTICIPANT LIST**Great Delta Trail Eastern Region Blueprint Report****Joint Technical and Stakeholder Advisory Committee Meeting on April 11, 2013**

	FRIST NAME	LAST NAME	AFFILIATION
1	Olin	Woods	Yolo Transporation Advisory Committee
2	Lisa	Kirm	n/a
3	Dave	Koehler	San Joaquin River Parkway and Conservation Trust
4	Ray	Garcia	CA Conservation Corps
5	Wendy	Hall	State Lands Commission
6	Alex	Stehl	State Parks
7	Cathy	Hallinan	Dept. of Water Resources
8	Chris	Cavanagh	n/a
9	Duncan	Jones	San Joaquin County Parks and Recreation
10	Chris	Dougherty	City of West Sacramento
11	Doug	Rischbieter	Dept. of Water Resources /State Parks & Recreation
12	Julie	Jensen	Sacramento County
13	Eric	Fredericks	CalTrans
14	Leo	Winternitz	The Nature Conservancy
15	(Mayor) Anne	Rudin	Friends of the Sacramento River Parkway
16	Amber	Veselka	Sacramento County Regional Parks
17	Raymond	Hoo	San Joaquin County Community Development
18	Jim	DuClair	n/a
19	Charlett	Mitchell	Farm Bureau
20	Jim	Wilmarth	Bank of Rio Vista
21	Troy	Sanderson	n/a
22	Jim	Frazier	DPC Commissioner/ Assemblyman
23	Bruce	Eldridge	Yolo Transporation Advisory Committee
24	Michael	McDowell	n/a
25	Amanda	Bohl	Delta Conservancy
26	Marie	Mijures	CA Conservation Corps

	FRIST NAME	LAST NAME	AFFILIATION
27	Rod	Thornhill	CA Conservation Corps
28	Topper	van Loben Sels	DPC Commissioner/ Amistad Ranches
29	Mike	Scriven	DPC Commissioner
30	Matt	Conover	McCormacks
31	Albert	Balinget	Friends of the Great California Delta Trail
32	Brian	Lussier	CA Conservation Corps
33	Jen	Santos	Yolo County
34	Mark	Wilson	Wilson Vineyards
35	Tim	Neuharth	Steamboat Acres Farm
36	Gil	Labrie	Delta Citizen Municipal Advisory Council
37	Steve	Mello	Mello Farms
38	Bill	Johnson	Sacramento County Sheriff Dept.
39	Bernadette	Austin	West Sacramento Parks & Community Services
40	Galen	Kusic	River News Herald
41	Mary	McTaggart	Clarkburg Resident